

AMENDMENTS TO THE SPECIFICATION**I. Please replace the paragraph on page 1, lines 8-22, with the following amended paragraph:**

In a typical internal combustion engine, as shown in FIG. 1, of the type found in most vehicles today, a plurality of pistons are respectively movably mounted in a plurality of cylinders formed in an engine block. Each of the pistons has one end connected with a piston rod and the other end coupled to a crankshaft. When spark plugs in the engine block ~~fire~~ fire to ignite fuel mixture, the pistons are driven downward to turn the crankshaft, which ultimately drives the entire vehicle. At present, in a typical engine, connecting rods are used and connected with the respective first end to the corresponding piston and the respective second end to the corresponding crankshaft. The connecting points between the two ends of each connecting rod and the corresponding piston and corresponding crankshaft are disposed at the ends of the longitudinal center axis of the respective connecting rod. By means of the coupling of the connecting rod between the corresponding piston and the corresponding crankshaft, reciprocating motion of the piston causes the corresponding crankshaft to rotate.

II. Please replace the three consecutive paragraphs on page 2, lines 4-12, with the following amended paragraphs:

The present invention has been accomplished under the circumstances in view. It is one object of the present invention to provide a crankshaft coupling structure for an engine, which greatly enhances the output torque of the engine.

It is another object of the present invention to provide a crankshaft coupling structure for use in an engine, which saves fuel consumption of the engine.

It is still another object of the present invention to provide a crankshaft coupling structure for an engine, which improves the performance of the engine, resulting in reduced amount of solid matter in exhaust gas of the engine.

III. Please replace the paragraph on page 3, lines 5-6, with the following amended paragraph:

FIG. 1 is a sectional view showing the crankshaft coupling structure coupled between a piston and a crankshaft according to the present invention prior art.

IV. Please replace the paragraph on page 3, lines 18-19, with the following amended paragraph:

Referring to FIGS. [[1]] 2 and [[2]] 3, a crankshaft coupling structure is shown comprised of a coupling rod member **2**, a connector **3**, and roller assembly **4**.

V. Please replace the two consecutive paragraphs on page 4, lines 4-23, with the following amended paragraphs:

During reciprocating motion of the piston **A**, the roller assembly **4** is forced to move with the coupling rod member **2** between two distal ends of the sliding slot **30**. When the roller assembly **4** ~~moved~~ moves to the right end of the sliding slot **30**, the coupling rod member **2** gives no pressure to the connector **3** and the crankshaft **B**. On the contrary, when the roller assembly **4** moving with the coupling rod member **2** from the right end of the sliding slot **30** to the left end of the sliding slot **30**, the coupling rod member **2** imparts a pressure to the connector **3** and the crankshaft **B**, accelerating rotary motion of the crankshaft **B**.

Referring to FIGS. 3A~3D, when the crankshaft coupling structure ~~moved~~ moves with the piston **A** to the top dead center in the combustion engine, the roller

assembly **4** stays at the left end of the sliding slot **30** in the connector **3**. During the down stroke of the piston **A** from the top dead center in the combustion engine toward the bottom dead center, the roller assembly **4** is moved from the left end of the sliding slot **30** toward the right end of the sliding slot **30**. On the contrary, during up stroke of the piston **A** from the bottom dead center in the combustion engine toward the top dead center, the roller assembly **4** is moved from the right end of the sliding slot **30** toward the left end of the sliding slot **30**. Therefore, the invention extends the stroke of the coupling rod member **2**, enhancing the output torque of the engine. [[..]]